

Appendix D

HAZARDOUS, CLASSIFIED, AND PROTECTED SENSITIVE CARGO

Section 1. Hazardous Material (HAZMAT)

D-1. Packaging, shipping, handling, and inspecting of HAZMAT is mandated by US and international laws. These laws also apply to the use of intermodal containers and container equipment. This appendix provides an overview of doctrinal guidance and tactics, techniques, and procedures that are common to Department of Defense (DOD) and other US government agencies and organizations. This appendix also applies to the selection of standard American National Standards Institute/International Standards Organization (ANSI/ISO) commercial- or military-owned intermodal containers that meet the standards for shipment of Class I explosives and other HAZMAT. (See MIL-HDBK 138 for compliance with container standards criteria.)

D-2. HAZMAT must be properly prepared and documented IAW DOD Regulation 4500.9-R, Volume II and III; TM 38-250; and other service or command regulations. Documentation must include the total HAZMAT quantity and a certification statement stating that the HAZMAT is properly classified, described, packaged, marked, and labeled. Only specially trained individuals have authority to certify HAZMAT for transportation. Contact the Installation Transportation Officer (ITO) or Movement Control Team (MCT) for assistance in determining what certification requirements apply to each HAZMAT item being prepared for shipment.

PREPARING AND DOCUMENTING HAZARDOUS MATERIALS

D-3. The following steps are a guide to use when preparing HAZMAT for shipment:

- **Step 1.** Determine proper shipping name, hazard class, United Nations Identification (UN/ID) number, and packing group from the Hazardous Materials Table in Title 49 Code of Federal Regulations (CFR), or other governing regulation. Identify any subsidiary hazard classes, also.
- **Step 2.** Determine the mode(s) of transport from origin to destination. The unit must ensure that the shipment complies with the various modal requirements. Mode of transport can affect the packaging, quantity per package, labeling, and segregation of HAZMAT. (Refer to Title 49 CFR; vessel shipments - International Maritime Dangerous Goods Code; commercial air - International Air Transport Association; or for military air - TM 38-250 (joint publication)).
- **Step 3.** Determine and select the proper packaging IAW the proper modal regulations. When selecting an authorized container, consider the quantity per package. Refer to Title 49 CFR; vessel shipments - International Maritime Dangerous Goods Code; commercial air - International Air Transport Association; or for military air - TM 38-250 (joint publication). Use can also be made of the DOD Performance Oriented Packaging PC III database to determine appropriate and certified packaging. (Contact DLA, DOSO-DH, DSN 695-4788 or (804) 379-4788, FAX X3793, to obtain access to this program.)
- **Step 4.** Packaging shall be marked IAW MIL-STD 129 and applicable modal regulations.
- **Step 5.** Select the proper labels and apply as required. Refer to the Hazardous Materials Table. Labels are not needed for fuel in vehicle fuel tanks.

- **Step 6.** Prepare packing lists. List HAZMAT packed inside containers or vehicles first. Only authorized abbreviations are permitted for HAZMAT. Refer to Title 49 CFR.
- **Step 7.** Determine segregation requirements for HAZMAT based on each mode of transport or combination thereof. Find segregation requirements in Title 49 CFR, Parts 173 through 177, and which are specific for each mode of transport.
- **Step 8.** Determine the proper placards IAW Title 49 CFR.
- **Step 9.** Load, block, and brace HAZMAT IAW with Title 49 CFR and DOD-approved specifications. Container loading diagrams for ammunition and explosive items can be obtained by contacting the US Army Defense Ammunition Center, ATTN: SMCAC-DET, Savanna, IL 61074-9639.
- **Step 10.** Use water or air commodity and special handling codes on the Organizational Equipment List/Unit Designation List (OEL/UDL).
- **Step 11.** Prepare shipping documentation. Ensure the shipping papers (Commercial Bill of Lading (CBL), DD Form 836, and so forth) contain the required entries. Required entries are proper shipping name, hazard class and division, UN/ID number, packing group, total HAZMAT metric measure with the English equivalents in parentheses, certification statement, and applicable emergency response information. See DOD 4500.9-R, Volume II for detailed documentation information.

D-4. Provide a dangerous goods declaration and certificate for each vehicle or freight item containing HAZMAT. (See DOD 4500.9-R, Volume II.)

D-5. Comply with all rules and regulations governing the shipment of HAZMAT. When in doubt about shipping or classifying any hazardous or questionable materials, contact the ITO or MCT. Failure to follow these rules can result in frustrated cargo and ultimately affect the mission. Failure to follow HAZMAT rules incurs a fine, delays shipment, hampers cargo accountability, and increases the port throughput workload and congestion. The deploying unit must ensure that:

- All ammunition and explosives are secured properly in containers and vehicles.
- Military Traffic Management Command (MTMC) issues authorization for ammunition to be in the port and aboard vessels.
- Provisions of the Department of Transportation (DOT) exemptions, which may be used for shipment are followed. (For example, vehicle fuel tanks will be no more than three-quarters full when shipping under DOT Exemption 7280. Otherwise, fuel tanks must be only one-quarter full when shipping aboard a commercial vessel that is carrying civilians in addition to military cargo.)
- Fire extinguishers, that are in racks designed expressly for them, are not removed from motor vehicles.
- Oxygen and acetylene tanks are labeled and marked with the unit identification code (UIC) and shipment unit number (SUN) and removed from the vehicle and placed on a separate pallet.
- Fuel tanks of trailer mounted equipment containing combustion engines (such as generator sets) are only 50 percent full.
- Five-gallon fuel cans, field cans, water heaters, gasoline lanterns, portable generators, blow torches, and similar equipment (in which combustibles other than diesel fuel are stored) are completely drained and cleaned before shipment. In a declared national emergency, 5-gallon cans can contain fuel.

- Battery boxes and covers are serviceable and positioned so as not to touch the terminals and to prevent arcing.
- Batteries of non-self-propelled equipment (such as generators) are disconnected and terminal ends protected from arcing and corrosion.
- When mode or other regulatory guidance requires, bulk fuel carriers are drained and purged and the proper placards affixed to them. A purge certificate should be prepared and kept available.
- Fueled vehicles shipped in closed freight containers have their battery cables disconnected and secured. Also that the following warning is affixed to the access doors: **“WARNING — MAY CONTAIN EXPLOSIVE MIXTURES WITH AIR-KEEP IGNITION SOURCES AWAY FROM OPENING.”**

NOTE: In OCONUS, HAZMAT laws and certification requirements differ from country to country. The local MCT has the information for all HAZMAT movement and certification requirements in the host country.

AMMUNITION

D-6. Ammunition shipments are usually scheduled through military ammunition ports. Designated military ammunition ports serve the strategic purpose of routinely handling shipments of ammunition. To meet deployment requirements, ammunition may be moved through a commercial port. If the unit is deployed through a commercial seaport and must carry basic load ammunition with them, the MTMC manager for the port must first be notified of the intent to ship ammunition. The unit submits the following data through the ITO/MCT early in movement planning:

- The DOD Ammunition Code.
- DOT proper shipping name.
- Total quantity.
- Number of packages.
- Total net explosive weight (NEW) in pounds.
- Weight of each package in pounds.
- Cube of each package.
- UN identification number.
- Classification code consisting of hazard class and division number followed by compatibility group letter.
- Shipment configuration (for example, vehicle upload, container, and so on). This will allow processing of DOD explosives safety waivers and Coast Guard permits.

RESPONSIBILITIES

D-7. The Joint Munitions Transportation Coordinating Activity (JMTCA) consolidates all containerized munitions movement requests for OCONUS shipment aboard common-use sealift. Also, CONUS distribution movements are identified for applicable container use by the JMTCA. In coordination with the Container Fleet Division (CFD) of MTMC, containers (commercial-and military-owned) certified by the International Maritime Dangerous Goods Code are used to satisfy movement requirements. The CFD is responsible to account for and control the Containerized Ammunition Distribution System (CADS) fleet. The CADS fleet contains the following ANSI/ISO container types:

- Restraint MILVANs.
- Commercial end opening and side opening containers.

- Half-height containers.
- Flatracks.
- Support equipment such as the Container Roll In/Roll Out Platform (CROP).

D-8. The JMTCA is responsible for determining the container type to employ for each shipment. It makes the determination based upon the physical characteristics of the munitions, operational requirements, outloading efficiency, and overall cost effectiveness. The JMTCA requests outloading comparisons from the US Army Defense Ammunition Center to assist in the analysis of all munitions load configurations. The JMTCA uses the Munitions Transportation Management System (MTMS) to consolidate all service munitions movement requirements for Single Manager Conventional Ammunition (SMCA) and Non-SMCA munitions for OCONUS. JMTCA, uses MTMC to prepare the export traffic release requests and transmits the information to the appropriate MTMC area command in order to create port call files. Combatant Commanders use data incorporated into the JMTCA ship planning/DOD Identification Code roll-up messages to influence munitions mix and its mode and theater delivery timeframe.

D-9. JMTCA is responsible to coordinate with CFD to ensure distribution actions are taken to pre-position containers by type at applicable shipping installations. This enables the JMTCA to meet initial and sustainment munitions movement requirements in support of contingency and peacetime operations.

Section 2. Classified Cargo

D-10. Classified cargo is cargo that requires protection in the interest of national security. The nature of classified cargo requires that shippers and transporters handle it in a way that it be identified, accounted for, secured, segregated, or handled in a special way to safeguard it. Detailed instructions are included in DTR 4500.9R.. Do not identify classified cargo on the outside of the shipping containers.

D-11. When transporting classified material, enclose it in two sealed containers, such as boxes or heavy wrappings. Detailed instructions for packing classified material are contained in AR 380-5. Among its implementing instructions are the following excerpts from Chapter 8, AR 380-5:

Classified information will be transmitted and transported only as specified in this Chapter 8, AR 380-5. Communications security information will be transmitted in accordance with AR 380-40. Special Access Programs material will be transmitted and transported in accordance with appendix I of AR 380-5, AR 380-381, and applicable special access program procedure guides. Commands will establish local procedures to meet the minimum requirements to minimize risk of compromise while permitting use of the most effective transmission or transportation means.

Preparation Of Material For Transmission In Envelopes Or Containers

a. When classified information is transmitted, it will be enclosed in two opaque, sealed wrappings or containers, durable enough to properly protect the material from accidental exposure and to ease in detecting tampering. The following exceptions apply:

- (1) If the classified material is an internal component of a packageable item of equipment, the outside shell or body can be considered as the inner enclosure provided it does not reveal classified information.
- (2) If the classified material is an inaccessible internal component of a bulky item of equipment, the outside or body of the item can be considered to be a sufficient enclosure provided observation of it does not reveal classified information.
- (3) If the classified material is an item or piece of equipment that is not easily packageable and the shell or body is classified, it will be concealed with an opaque covering that will hide all classified features.
- (4) Specialized shipping containers, including closed cargo transporters, can be considered the outer wrapping or cover when used.

b. Classified material will be prepared for shipment, packaged, and sealed in ways that minimize the risk of accidental exposure or undetected deliberate compromise.

Consignor/consignee responsibility for shipment of bulky material

The consignor of a bulk shipment will—

- a. Select a carrier that will provide a single line service from the point of origin to destination, when such a service is available.
- b. Ship packages weighing less than 200 pounds in closed vehicles only.

- c. Notify the consignees and military transshipping activities of the nature of the shipment, including level of classification, the means of shipment, the serial number of the seals, if used, and the anticipated time and date of arrival by separate communication, at least 24 hours in advance of arrival of the shipment.
- d. Advise the first military transshipping activity that, in the event the material does not move on the conveyance originally anticipated, the transshipping activity should advise the consignee with information of the firm date and estimated time of arrival. Upon receipt of the advance notice of a shipment of classified material, consignees and transshipping activities will take appropriate steps to receive the classified shipment and to protect it upon arrival.
- e. Annotate the bills of lading to require the carrier to notify the consignor immediately, by the fastest means, if the shipment is unduly delayed in route. Such annotations will not under any circumstances disclose the classified nature of the commodity. When seals are used, annotate substantially as follows: "DO NOT BREAK SEALS EXCEPT IN EMERGENCY OR UPON AUTHORITY OF CONSIGNOR OR CONSIGNEE. IF BROKEN, APPLY CARRIER'S SEALS AS SOON AS POSSIBLE AND IMMEDIATELY NOTIFY CONSIGNOR AND CONSIGNEE."
- f. Require the consignee to advise the consignor of any shipment not received more than 48 hours after the estimated time of arrival furnished by the consignor or the transshipping activity. Upon receipt of such notice, the consignor will immediately trace the shipment. If there is evidence that the classified material was subjected to compromise, the procedures set forth in chapter 10 of this regulation for reporting compromises will apply.

D-12. In addition to the provisions of AR 380-5, the following considerations are pertinent for classified material:

- Packaging material must be strong and durable enough to provide security protection while in transit, to keep items from breaking out of the container, and to help detect any tampering with the container. The wrappings must conceal all classified characteristics.
- Use closed and locked vehicles, compartments, or cars for shipment of classified material except when the appropriate authority authorizes another method.
- When classified material is transported, it will not be stored in any detachable storage compartment such as automobile trailers, luggage racks, aircraft travel pods, or drop tanks.
- When transporting classified material across international borders, arrangements must be made to ensure that customs, border, or other inspectors (either US or foreign) do not open the material.
- Place a serial-numbered seal on doors of containers, vehicles, or compartments that contain classified or protected cargo. The serial number must be entered on the shipment unit packing list and on all shipping documents.
- The unit authorizing the transport of the classified equipment must notify the ITO/MCT and appropriate carrier in advance.
- Shipping classified material by rail may require commanders to provide guards or escorts.

D-13. When traveling by motor convoy, escorts must ensure constant surveillance of classified material. Classified material must stay within the escort's personal possession and observation at all times. Larger pieces of secret shipments, such as missiles, may require outside storage. If so, take special protective measures to include constant and continuous surveillance by at least one or more escorts in the area.

Section 3. Sensitive Cargo

D-14. Sensitive cargo is cargo that could threaten public safety if compromised. Sensitive cargo must be properly secured and identified to port personnel so sufficient security can be provided. Do not identify security cargo on the outside of the shipping containers. Detailed instructions are included in DTR 4500.9R..

D-15. For sensitive cargo, units must adhere to the following:

- Remove crew-served weapons from vehicles. Place them in containers that are sealed and secured with an approved device.
- Ensure packaging material is strong and durable enough to provide security protection while in transit.
- Secure containers, vehicles, or compartments with an appropriate locking device as directed by the installation security officer. Also, place a serial-numbered seal on the door. Enter the serial number on the shipment unit packing list.
- Identify sensitive items in the commodity code on the unit's OEL/UDL.
- Eliminate indications of sensitive items from outside of the container, vehicle, or compartment that it contains sensitive items. Identify this fact on the unit's OEL/UDL.
- Provide guards or escorts when shipping sensitive material by rail.